

Orton's suggestion that line-item veto authority extend to "contract authority" for which transportation authorizations are famous. Since the Council for Citizens Against Government Waste (CCAGW) testified at joint line-item veto hearings in favor of presidential authority over contract authority as proposed by Rep. Orton, you can understand that we are suspicious that the off-budget transportation trust funds gambit is yet another end-run for the pork-barrel goal line.

The past pattern of pork-barrel abuse in funding highway, airport and waterway projects compels us to recommend in the strongest possible manner that you defeat any attempt to move the transportation trust funds off-budget. Indeed, a message needs to be sent to the entire Transportation and Infrastructure Committee—majority and minority—that we had an election last November. The old days are gone.

A final note: Not gone, apparently, are threats to cancel projects in the districts of legislative opponents, an all-too-frequent bullying tactic of the folks who used to run Congress that showed up again in the debate on the Orton amendment to the line-item veto bill. CCAGW deplores such threats and, knowing that the public would not take kindly to such intimidation and threats, hopes Members will make them known when they occur.

Sincerely,

TOM SCHATZ,

*President.*

JOE WINKELMANN,

*Chief Lobbyist.*

## THE FUTURE IS OURS TO CREATE

HON. JIM McDERMOTT

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

*Thursday, April 18, 1996*

Mr. McDERMOTT. Mr. Speaker, I am pleased to welcome the Wound, Ostomy and Continence Nurses Society [WOCN] to my congressional district, Seattle, WA, on June 15–19, for their 28th annual conference. The theme of the conference, "The Future is Ours to Create," will focus on future opportunities and challenges relating to the changing and expanding role of enterostomal therapist [ET] nurses and other nurses specializing in wound, ostomy, and continence care.

Founded in 1968, the WOCN is the only national organization for nurses who specialize in the prevention of pressure ulcers and the management and rehabilitation of persons with ostomies, wounds, and incontinence. WOCN, an organization of ET nurses, is a professional nursing society which supports its members by promoting educational, clinical, and research opportunities, to advance the practice and guide the delivery of expert health care to individuals with wounds, ostomies, and incontinence.

In this age of changing health care services and skyrocketing costs, the WOCN nurse plays an integral role in providing cost-effective care for their patients. This year's Seattle conference will provide a unique opportunity for WOCN participants to learn about the most current issues and trends related to their practice. I am honored that WOCN has chosen Seattle to host its conference and wish them every success.

## TRUTH IN BUDGETING ACT

SPEECH OF

HON. PETER G. TORKILDSEN

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 17, 1996*

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 842) to provide off-budget treatment for the Highway Trust Fund, the Airport and Airway Trust Fund, the Inland Waterways Trust Fund, and the Harbor Maintenance Trust Fund:

Mr. TORKILDSEN. Mr. Chairman, I rise in opposition to H.R. 842, a bill to move transportation trust funds off budget. This change would increase the deficit and stymie future efforts to balance the budget.

This bill is the equivalent of telling someone to learn how to swim while they're drowning. Moving the trust funds off budget will make sense when Congress has its fiscal house in order, but it should not be implemented when the Federal Government is drowning in a sea of red ink.

Furthermore, the Congressional Budget Office estimates that exempting the transportation trust funds from spending cuts could increase the deficit by over \$20 billion over 5 years.

Our goal of balancing the budget must come before attempts to restructure the budget. I am not opposed to moving trust funds off budget, in principle, but we must balance the budget first.

Mr. Chairman, I urge my colleagues to defeat this bill and ensure that our efforts to balance the budget stay on course.

## TRUTH IN BUDGETING ACT

SPEECH OF

HON. JOHN N. HOSTETTLER

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 17, 1996*

The House in Committee of the Whole on the State of the Union had under consideration the bill (H.R. 842) to provide off-budget treatment for the Highway Trust Fund, the Airport and Airway Trust Fund, the Inland Waterways Trust Fund, and the Harbor Maintenance Trust Fund:

Mr. HOSTETTLER. Mr. Chairman, today we are having a very controversial debate about where the truth in budgeting transportation funds really lies. I rise today in support of H.R. 842, The Truth in Budgeting Act.

Every time you or I pull into a gas station and fill up our cars or pay a tax on an airline ticket, we are sending money to Washington to build new highways and maintain our current transportation systems. Decades ago, these transportation trust funds were established to collect taxes from transportation users and invest in transportation capital. Today, we find the transportation trust fund balance at \$30 billion. The existence of this on-budget trust fund surplus only reinforces the public's belief that they are not getting an honest return for the taxes they pay to Washington. This issue is about tax fairness.

Spending and investment in necessary transportation improvements has been held

down to keep the balance of the trust fund artificially high in order to mask the true size of the deficit, this is just not honest. Those who pay into the trust fund should be able to count on those dollars going toward the purpose for which they were intended.

H.R. 842 does not add to the deficit. According to a March 20, 1996 estimate from the Congressional Budget Office, taking programs off budget does not change total spending of the Federal Government and does not affect spending or revenue estimates for congressional scorekeeping purposes.

H.R. 842 does not alter the transportation spending process. Congress will still have to approve every new dollar of trust fund spending.

H.R. 842, however, does assure this: When a taxpayer back home pays gasoline or airline ticket tax to the Federal Government, he knows it is going towards building or improving our national transportation system.

## AMERICA DESERVES A RAISE

HON. RON PACKARD

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, April 18, 1996*

Mr. PACKARD. Mr. Speaker, while the President offers a politically appealing, yet ineffective plan to give Americans a raise, my Republican colleagues and I have a very sound plan to give millions of working American families more money in their paychecks and greater power to decide how and where the Federal Government spends their hard earned pay.

Under the President Clinton's plan to raise the minimum wage, countless employers will have to rob Peter to pay Paul. Millions of working men and women will lose job opportunities, employment security, and pay raises. The Republican plan gives Americans the raise they deserve. It provides tax relief for families with children. Over 6 million new and more secure high-wage jobs will result from a balanced budget and less Washington red-tape.

Mr. Speaker, the President's plan to raise the minimum wage is a bad policy. It is simply a political ploy designed to divide America along class, ethnic, and gender lines. Even some of the President's own advisers, agree that his proposal hurts the people most in need: low-skilled workers, women and intercity residents. It does not help working families.

American families deserve more. They deserve to keep more of their hard earned money, they deserve lower interest rates and they deserve better, higher wage jobs. My Republican colleagues and I provide working families a true raise—the President's policies do not.

## THANK YOU, VIRGINIA CARTER

HON. JAMES A. BARCIA

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Thursday, April 18, 1996*

Mr. BARCIA. Mr. Speaker, dedicated individuals who are willing to put the interests of those in their community ahead of their own comforts are people we should admire. The